Deutsche Umwelthilfe

PRESS RELEASE

German Environmental Aid discovers in tests that emissions from diesel cars on the road exceed limit values by more than 9 times

The DUH presents results of a comprehensive exhaust emissions test conducted on a total of 36 diesel and three gasoline cars to determine the real NO_x and CO_2 emissions – The dirtiest models are the Ford Mondeo 2.0 Duratorq TDCi, the Nissan Qashqai 1.6 dCi and the Renault Scenic 1.6 dCi – Three vehicles comply with the limit value and thus show the viability of effective emission control – The DUH now expects a further deterioration of the values in many vehicles in the tests at low ambient temperatures now starting due to the illegal temperature-controlled shutdowns – DUH National Director, Jürgen Resch, accuses Transport Minister Dobrindt of breaking the law with respect to his decision that the Porsche Macan is allowed to decrease the effectiveness of its emission control system below 5 degrees Celsius

Berlin, 07.09.2016: The German Environmental Aid (DUH) presents its most extensive – to date – emissions testing in real road operation of 36 diesel and three gasoline and gasoline hybrid vehicles belonging to the Euro 6 emission class. Even though the measurements were carried out between May to September in mainly summery temperatures, 33 of the 36 vehicles exceeded the nitrogen oxide limit values by up to 9.2 times. The fact that three vehicles were under the limit values shows the basic viability of effective emission control. With outdoor temperatures now falling, the DUH is also currently checking the pollutants emitted during the winter months. It is known that several manufacturers massively reduce emission control below +19 degrees Celsius (Fiat), +17 degrees Celsius (Opel, Porsche, Renault) and +10 degrees Celsius (Mercedes), even though the approval requirements prescribe the functional efficiency of the emission control system at low outdoor temperatures and provide for two tests at -7 and -15 degrees Celsius.

The measurements presented today were carried out in the "Emission Control Institute" (Emissions-Kontroll-Institut, EKI) of the DUH, which was established this spring. Dr Axel Friedrich, International Transport Consultant and former Head of the Transport and Noise Division at the German Federal Environmental Protection Agency, was responsible for the technical management of the tests. Vehicles of the Euro 6 emission class that are currently on the market were tested between May and September. The main focus of the selection was on vehicles that were among the top 30 of the best-selling diesel models in Germany.

Among the seven vehicles with the worst emission values, three were made by Ford. Diesel cars manufactured by Ford, Opel (GM) and Renault/Nissan had consistently high levels of nitrogen oxide (NO_x). The Ford Mondeo achieved the highest NO_x emissions, with an average of 739 mg NO_x/km, which means it exceeded the limit value by a factor of 9.2. However, emissions from other Ford models such as the Ford Kuga 2.0 TDCi or the Ford Focus 1.5 TDCi lie far above the permissible emission value (614 mg/km and 554 mg/km respectively). The Mercedes A-class equipped with a Renault engine exceeds the limit value by a factor of 6.1. The BMW 520d Touring, Volvo XC60 2.0D and Jeep Renegade 1.6 Multijet exceed the limit value by a factor of 4.8 to 6.3.

Commented [T1]: Fehler im deutschen Text - mit einem D nicht T. Renegade heißt so etwas wie 'Rebell'. Oder 'Abtrünniger'.

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Two diesel cars comply with the Euro 6 limit for diesel cars of 80 mg NO_x/km, even when in actual operation: an Audi Q3 and a Mercedes E 220d belonging to the new engine generation, which the manufacturer put at the disposal of the ECI. A light commercial vehicle from VW, the T6, also complied with the valid Euro 6 limit for this vehicle, which is 125 mg NO_x/km on the road.

For the purposes of comparison, three gasoline and gasoline hybrid vehicles were also measured. A Toyota Prius 1.8 Hybrid provided by the manufacturer achieved by far the lowest emissions of all vehicles tested, namely 5 mg/km. Another Prius 4 from the field achieved 15 mg/km. Very low NO_x values of just 11 mg/km were also achieved by an Opel Mokka 1.4 ecoFLEX.

"Even at summer temperatures, the Euro 6 diesel cars currently on the market pollute the air in our towns 70 times more than modern gasoline or gasoline-hybrid vehicles. What is, however, lacking is the political will to force car companies to fix all Euro 5 and 6 diesel vehicles already sold so that they also comply with the limit values for this diesel exhaust poison, i.e. NOx, when on the road. Our study shows that this is technically possible. However, if the political will to enforce compliance with the limit values while on the road is not there, then the only option left is a ban on all diesel vehicles in town centres. So far, the Federal Ministry of Transport, which is responsible for this, refuses quite clearly to remind the manufacturers of their duty with regard to this matter and to thus protect the health of its citizens," said Jürgen Resch, the National Director of the DUH. *"Now that Mr Dobrindt, the Federal Minister of Transport, who bent the law, has conceded that sports car manufacturer Porsche has to comply with the requirement to have a functioning emission control system only at temperatures above 5 degrees Celsius, other manufacturers are also pleading the same,"* Resch continued.

What is striking that the values of the VW models tested were, on average, lower than those of most other manufacturers. "*These results suggest that VW has obviously learned its lesson from the massive public pressure of recent months*," said the expert Axel Friedrich. *"What is urgently needed is for other manufacturers to also finally grasp this and fix on-the-road vehicles."* That this is possible is demonstrated by the example of the Opel Zafira. Now that it has been fixed by Opel, nitrogen oxide emissions are more than 75 per cent lower than in previous measurements.

Commented [T2]: Im deutschen Text finde ich, dass das hier "die Werte der getesteten Moddelle" sein sollte.

Links:

On the measurement results: http://l.duh.de/p160907a
Background paper: http://l.duh.de/p160907a
Press photos: www.duh.de/eki_fotos.html

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